NOTES:

1. For additional details of Crash Cushion (Type CAT), refer to the manufacturer's installation instructions.
2. Crash Cushion (Type CAT) may be used at sites where the sides of the crash cushion would be exposed to opposing directions of travel (bidirectional traffic) or the same direction of travel (unidirectional traffic). For locations where traffic would only be on one side of the CAT system, use the Standard Plan A77N.
3. The Crash Cushion Backup is required for all Crash Cushion (Type CAT) installations. This allows the slotted rail elements to slide over the face of the unslotted rail elements.
4. For length and type of railing or barrier the crash cushion is attached to, see Project Plans.
5. Both of the 3.43 mm thick slotted rail elements have an attachment plate welded to the back side of one end of each rail element. Attach the welded plate end of the rail elements to Post No. 4 prior to splicing the 2.67 mm thick slotted rail element over the 3.43 mm thick slotted rail element.
6. The 2.67 mm thick slotted rail elements have four 19 mm diameter holes near one end of the rail elements for the attachment of the spacer channel. Attach this end of the rail elements to Post No. 2.
7. Attach steel soil plate to steel foundation tube with 16 mm ø x 190 mm hex head bolts with hex nuts (21 mm ø holes in plate and in two sides of tube to accommodate hex bolts).
8. The 150 mm x 200 mm knockout tube is to be located 100 mm down from top of wood post. Attach the knockout tube to the post with two 10 mm ø lag screws and flat washers.
9. Attach strut to Post Nos. 1 and 2 foundation tubes with 16 mm ø hex head bolts, washers, and hex nuts. Bolts extend through the strut, steel foundation tube, and wood posts.
10. Do not attach the rail elements to Post Nos. 3, 5 and 6.
11. Yellow retroreflective sheeting, as provided by the Crash Cushion (Type CAT) manufacturer, shall be adhered to the rounded end of nose plate. The sheeting shall be consistent with the design pattern and colors of a Type P object marker panel for unidirectional traffic and that of a TYPE R object marker panel for bidirectional traffic. The sheeting shall be positioned on the end of the nose plate so that it is visible to approaching traffic.
12. A 1830 mm length steel foundation tube, TS 203 x 152 x 4.8, without a soil plate, may be furnished and installed in place of the 1375 mm length steel foundation tube and soil plate shown. Minimum embedment of the 1830 mm length tube shall be 1760 mm. A 16 mm ø hex head bolt and nut shall be installed in the hole in 1830 mm length tube to keep the wood post from dropping into the tube.

To accompany plans dated _____

Caltrans Metric

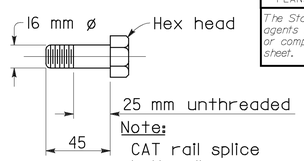
DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

October 26, 2000
PLANS APPROVAL DATE

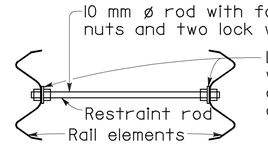
REGISTERED PROFESSIONAL ENGINEER — Roy A. Peterson — No. C47715 — Exp. 12-31-03 — CIVIL — STATE OF CALIFORNIA

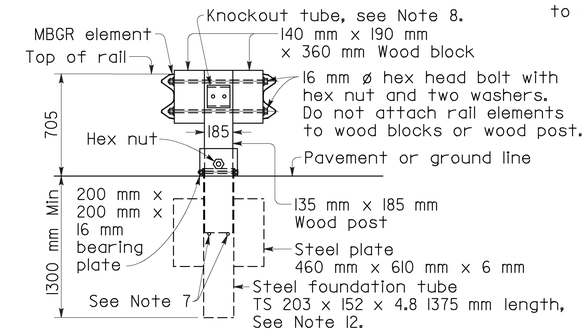
The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.



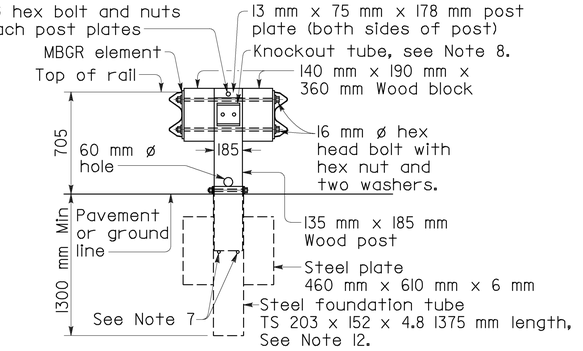
Note: CAT rail splice bolts allow telescoping action of rail sliding on rail.

CAT RAIL SPLICE BOLT
Use at Post Nos. 4 and 6

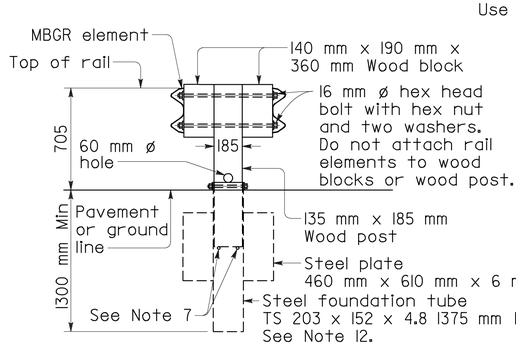




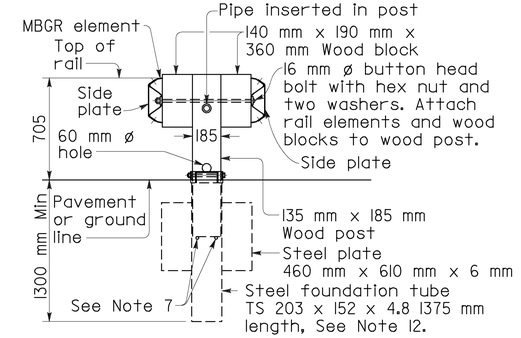
SECTION A-A



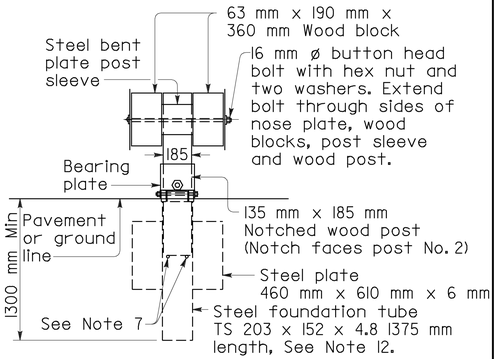
SECTION B-B
See Note 5



SECTION C-C

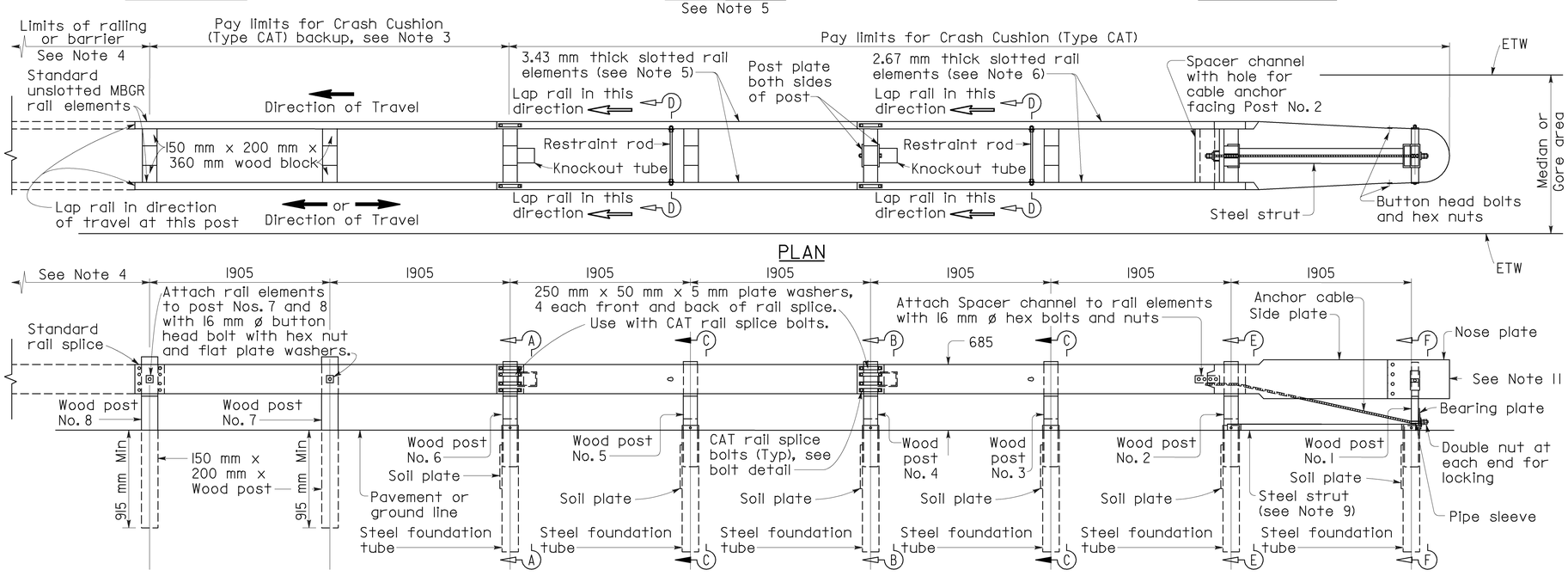


SECTION D-D



SECTION E-E

SECTION F-F



ELEVATION
CRASH CUSHION (TYPE CAT)
See Note 2

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

CRASH CUSHION (TYPE CAT)

NO SCALE

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

RSP A82A DATED OCTOBER 26, 2000 SUPERSEDES STANDARD PLAN A82A DATED JULY 1, 1999-PAGE 67 OF THE STANDARD PLANS BOOK DATED JULY 1999.

REVISED STANDARD PLAN RSP A82A

1999 REVISED STD. PLAN RSP A82A